

OVER 4,000 VEHICLES!



A Saturday Feature of the Killeen Daily Herald

Go to centexwheels.com for complete Central Texas Auto Dealer inventories



REVIEW • MOTOR MATTERS 2016 FORD EDGE

Ford has aimed to really diversify its lineup of utility vehicles over the past several years, and the 2016 Edge stands as a nice complement to the Escape, Explorer, and Flex. The Edge, as it stands after a full redesign this past year, is better than ever at pulling in those who don't need the three rows of the Explorer or Flex, and for those who want more sophistication and flair and fewer faux-rugged cues with their versatility, convenience, and high seating position.

The Edge, now in its second generation, is more of a global affair than it was before; although it starts with the top-notch underpinnings of the current Ford Fusion sedan, it looks outward to other markets, and has the refined cabin appointments and more robust lineup of engines to back those plans up.

Ford calls the new Edge more athletic, and whether you point to its styling or its performance, that's no exaggeration. Altogether, it's a look that upgrades the Edge's SUV silhouette, pushing the design closer to a premium look without cutting into its genderless appeal. The Edge has some great surfacing and details that wouldn't be out of place in a BMW; and the Edge Sport, with blacked-out details, optimizes the Edge's new athleticism, with some sport-wagon undertones and lower-body work. And on the inside, the Edge no longer requires excuses and qualifiers; the new model now has some of the best trims and materials in its class, and a dash shape that builds on some of Ford's other models like the Focus and Escape.

With six-speed automatic transmissions throughout the lineup, and a choice between front- and all-wheel drive, the Edge provides plenty of powertrain combinations to fit the tech-savvy and the traditionalists. The base engine for the Edge is now Ford's 2.0-liter EcoBoost; rehabbed last year with some new technology, including a twin-scroll turbo, it's good for 245 horsepower and 270 lb-ft of torque; it also has great responsiveness now, can be fitted with all-wheel drive, and is fine for towing 3,500 pounds. The 2.0T will be

perfectly adequate for most needs, but for those who must have a V-6, the 280-hp, 3.5-liter engine has been carried over as a minor-cost option. But it's the Edge Sport, with its twin-turbocharged, direct-injected 2.7-liter V-6, that's the most intriguing. It makes 315 hp and 375 lb-ft of torque, and it's strong and confident, with an understated performance that works well with the entire package.

Fuel economy ratings are good, but not as class-leading as you might guess given the EcoBoost badging. 2.0T models range up to 20 mpg city, 30 highway with front-wheel drive, while the Edge Sport AWD model gets 17/24 mpg.

Across the lineup, there's a muted sharpness to the driving experience; the Edge isn't downright edgy in any drive respects, yet it's precise and responsive. A new steering system really does give a precise, reassuring feel, tracking well straight-ahead, and taking a set into corners without fuss. The Sport model gets its own damper and spring rates, as well as rear monotube dampers, and standard 21-inch wheels, with 20s as an option. And active noise cancellation actually leaves it the quieter one, among models, leaving you to hear the larger EcoBoost engine's off-cadence thrum.

In the absence of clever cargo-stowage tricks, the Edge feels very much like a vehicle designed more for people than gear. The seating position in front is rather high, yet it affords enough headroom above and offers a good view out over the hood. And in back, even with those front seats all the way back there's enough legroom and kneeroom for long-legged adults. The only thing we would like to change about the Edge is its seating; both in front and in back, they're too short and flat. The basics of a great, versatile crossover wagon are all here, though, with small-item storage abundant and mostly well-designed, with a center-console pass-through and even a storage drawer to the left of the steering wheel.

The Edge has fared well in safety tests, with top-tier results in all but the IIHS small overlap frontal test. It has a special airbag mounted in the glovebox frame, to help protect

passenger knees, and available rear-seat inflatable seat belts. Bluetooth and a rearview camera are standard across the board, while available safety features include LED headlamps, forward-collision warnings, parking assist with perpendicular parking now factored in, and rear-seat inflatable seat belts.

The 2016 Ford Edge manages to credibly span the range from affordable family wagon to premium crossover in a way that the previous-generation Edge did not—and in a way that few, if any, other mainstream-brand rivals do. It comes in SE, SEL, Titanium, and Sport models, and our only caution points in the direction of pricing: If you want some of that great safety-tech, and some of the best tech features offered in the Edge, Ford pushes the bottom-line price way up. Many of the most desirable features in general—like the panoramic Vista Roof, a heated steering wheel, remote start, Active Park Assist, upgraded audio, and the inflatable belts—are reserved for the Titanium and Sport.

This year, Ford is subbing in a new Sync 3 infotainment system for much of the model lineup; with a true capacitive screen interface, streamlined menu system, and easier upgrades, we're anticipating that this will be a big step forward—especially in fully realizing the interior design of this new crossover.

www.thecarconnection.com

2016 BMW M3

BASE PRICE \$28,700

EPA est. MPG 21/30

SPECS

- Tow up to 3,500 lbs.
- New Steering System
- Bluetooth
- Rearview Camera
- LED Headlamps
- Forward Collision Warnings
- Parking Assist
- Rear-Seat Inflatable Seat Belts



CLICK and CLACK TALK CARS

by Tom & Ray Magliozzi

HOW TO GET REALITY CHECKS ON MECHANIC PRICING BY RAY MAGLIOZZI

Dear Car Talk:

Is there a place on the internet where I can look up what a repair should cost? I need an alternative to calling you. -- Bill

Ah, so you're the one who's been calling at 3 a.m., asking for a price on a brake job for a 2003 Focus.

There are a couple of sites on the internet that can give you an idea of what a repair should cost, but they do have limitations. First of all, you have to know what repair you need. That's easy if it's a 60,000-mile service, or if you've already been to a shop and gotten a diagnosis. In that case, you fill in your year, make and model, and get the price range.

We tried that in our area for a brake job on a 2003 Ford Focus. Since labor rates fluctuate around the country between ridiculous and exorbitant, estimates vary by location. Repair Pal (repairpal.com) gave us a range of \$340-\$493 for new front pads and rotors.

Open Bay (openbay.com) asked for a little more useful information, like the trim level of our Focus, and whether we wanted only original Ford parts, or were open to aftermarket parts (we said yes). Open Bay's price range for the repair came back at \$284-\$347.

But here's why it can be tricky. Let's say you're hearing a noise from your brakes but you don't know what it is. How do you get an accurate estimate online? You don't.

Or imagine that you have symptoms but have absolutely no idea what's wrong with your car. That's easy for me to imagine, because I find myself in that situation every half-hour.

For instance, your check engine light comes on. Or your car is stalling. Or you hear a noise from under the hood. In these cases, a repair estimator is no help at all. But if you do know what's wrong, and what service or repair you need, you certainly can use these services to get a "reality check" and see if the quote you've been given is within reason. And both of these sites will refer you to someone on their list of local shops, who will then pay the site a referral fee. That's how they make money.

Another option is to get the names of several highly reputable shops first. You can do that by going to www.mechanicsfiles.com and entering your ZIP code. You'll get a list of shops personally recommended by other readers and listeners of ours. Then you can call a couple of those shops and ask for a price.

You'll not only get a more-specific price (instead of a wide range), but you'll know that those shops will be likely to do the work correctly and stand by it. Remember, price is only part of the equation.

And most shops won't mind giving you a quote. We get calls like that all the time. Some people try to disguise what they're doing. But when someone says, "How much is it to replace a right lower ball joint on a 2011 Chevy Malibu, and do you want me to give you the GM part number?" we know they're shopping around for a price or getting a reality check on a price they've already been given.

And that's fine. A reputable shop will give you an estimate upfront. True, it's not as easy as going online, Bill. But, rest assured, as long as you don't use FaceTime, you can do it in your underwear.

Auto repairs can be costly! Save money by ordering Click and Clack's pamphlet "Ten Ways You May Be Ruining Your Car Without Even Knowing It!" Send \$4.75 (check or money order) to Car Talk/Ruin, 628 Virginia Drive, Orlando, FL 32803.

Got a question about cars? Write to Car Talk in care of this newspaper, or email by visiting the Car Talk website at www.cartalk.com. (c) 2016 by Ray Magliozzi and Doug Berman. Distributed by King Features Syndicate, Inc.

Cars, Trucks, New, Used, Certified, Auto News, Reviews and Price Quotes.

Over 3,000 new & used vehicles to choose from!

New or Used? Planning your next vehicle purchase? Centexwheels.com will help you find it fast. With our great selection of new and used vehicles from local Central Texas dealers, you'll find the perfect car at the right price. [Click and pick one now!](#)

CENTEXWHEELS.COM

